

Sailors and Marines Preventing Mishaps

# BRAVO Zulu

Send BZs to: [SAFE-Mech@navy.mil](mailto:SAFE-Mech@navy.mil)



**ATAN Matthew Ehrman  
VR-59**



**AM1 Dusty Tucker  
VAQ-137**

During a QA inspection of Rook 501, Petty Officer Tucker noticed the wing interlock switch had been installed incorrectly on both wings. Realizing both wing sections were new, he was inquisitive about other aircraft. He checked the rest of the squadron's aircraft and found the same discrepancy on Rook 500.

The command told the wing about the problem, and it was found in a VAQ-131 aircraft, too. Had this problem gone undiscovered, fuel-transfer problems may have caused the loss of multiple aircraft and aircrew.

Airman Ehrman noticed a large amount of gray smoke coming from the No. 2 engine cowling upon engine start. He immediately radiocoded for maintenance control and QA and then contacted the aircraft commander to tell him of the maintenance problem. After troubleshooting the engine, work center 100 found that the engine starter had failed internally and was spraying engine oil onto the engine as it was started. The aircraft was repaired and returned to an up status for flight scheduling.

Airman Ehrman's keen attention to detail during the evolution potentially saved the lives of aircrew, passengers and aircraft 833.

**BZ  
of the  
Quarter**

**AD2(AW) John Tipton  
VR-56**



After a routine daily inspection of a C-9B Skytrain II, Petty Officer Tipton took a few extra minutes to check for corrosion. Climbing a ladder near the engine pylon, he noticed a seemingly insignificant area of chipped paint. Knowing this area

experiences very high stress during flight, he continued to investigate until he found that the chipped paint actually concealed a three-inch crack in the aircraft skin.

Petty Officer Tipton's assertiveness led maintenance control to remove the aircraft from service before the crack got any worse. Pressurization of the cabin could have been affected, leading to catastrophic loss of the aircraft.

**AD2 Juan Salazar  
HSL-46**



While doing a daily and turnaround inspection on Cutlass 460, Petty Officer Salazar found a piece of metal in the aft hydraulics bay. Realizing it was made of copper beryllium, he diligently searched the rotor head for damage. He found the pitch-lock liner

on the red pitch-change horn was cracked and broken inspected more closely. He determined that had the rotor head been engaged, the results could have been catastrophic. He informed the night-check CPO, and the aircraft was downed immediately.

**AT3 Juan Canizalez  
VAW-115**



As the deck crew moved his Hawkeye, Petty Officer Canizalez noticed that the plane would strike an FA-18. He quickly notified a QA and safety representative about the impending crash, got the attention of the move-crew director, and signaled to halt the move. The aircraft was stopped as

the horizontal stabilizer came to rest against the Hornet, leaving only a slight dent in the Hawkeye's tail and saving an estimated repair cost of 800 man-hours and \$50,000.

**AM3(AW) Robert Briggs  
VAQ-132**



While doing a preflight inspection for a functional check flight on Scorpion 501, Petty Officer Briggs discovered that the slat fingers were installed incorrectly. Had this discrepancy gone unnoticed and hadn't been fixed before flight, the aircraft could have experienced binding slats or controllability issues, leading to an aircraft crash.

**AN Lindsey Newcomer  
VAQ-133**



During a daily and turnaround inspection on a newly received aircraft, Airman Newcomer found a major discrepancy. She was inspecting the ram-air turbine (RAT) cavity, when she noticed that the RAT dump valve (part of the pneumatic system and similar to the buttons checked during preflight

on the main landing gear) was open. Had the aircraft flown in this condition and had a gear malfunction, the crew would not have been able to blow down the gear—a critical back-up and safety capability.

**ADAN Steven Wagner  
VAW-115**



During the man-up of an E-2C, Airman Wagner, a plane captain, noticed that the hydraulic pump handle was missing. He quickly informed the flight-deck coordinator and initiated a FOD search. He found the handle under the pilot's rudder pedals, where it had been lodged during the aircraft's last carrier landing.

Airman Wagner prevented the pump handle from jamming the rudder pedals and causing the loss of the aircraft and crew.

**AN Justin Draughn  
HSL-46**



During a daily and turn-around inspection on Cutlass 464, Airman Draughn discovered corrosion underneath the sealant on the oil jacket plug of the No. 2 input module. He immediately notified his supervisor and maintenance control of his discovery and the detachment AD CDQAR did a corrosion inspection, which revealed the corrosion was beyond repair. The input module was replaced.

Airman Draughn found a hard-to-see problem and one that could have led to water contamination of the oil in the main-gear-box, internal failure of the main transmission gears, and loss of aircraft and crew.

**AN Todd King  
VAQ-132**



During a Pilot and ECMO-1 seat-arming evolution on aircraft 500, Airman King found that the lanyard for the personnel services quick disconnect (PSQD) had been severed. Had this problem not been discovered, the ejection sequence would not have worked correctly, hanging the seat halfway up the

rail, because the PSQD, which supposed to detach during ejection, didn't separate.

**Cpl. Samuel Chaisson  
HMH-464**



While doing a daily inspection on Condor 12 as part of his plane-captain training syllabus, Cpl. Chaisson found a crack in the compressor section of the No. 1 engine. The severity of the crack and its location seriously jeopardized the structural integrity of the engine and could have caused a complete engine

failure. Without delay, he notified QA.

Cpl. Chaisson's attention to detail and keen eye led to the immediate removal and replacement of the engine, preventing a life threatening situation.

**AD3 Danny Figueroa and AE2 Bret Galloway  
VAQ-133**



While fuel poured from aircraft 532, Petty Officer Figueroa's quick thinking and rapid action prevented a more serious spill. He shut off the manual switch for the fuel-dump valve, which is located in the extendable-platform area. AE2 Galloway assisted and prevented the fuel from spreading; he grabbed a recycling bin and placed it under the tail dump to keep additional fuel off the hangar floor.

**AM1(AW/SW) Aristile Guidry  
HSL-46**



Petty Officer Guidry helped another squadron's aircraft overcome a serious problem. An SH-60F had declared an emergency with a hung transducer and was 98 nautical miles from Mayport. Guidry took control of the situation, found out how much cable was hanging out, and gathered enough people to take care of the situation. Having

dealt with a hung cable before, he ensured a grass strip between a runway and taxiway would be used to drop the transducer and cable, hoping to minimize damage.

Making sure everyone was ready for the event, Petty Officer Guidry deployed people along the taxiway to receive the transducer and 240 feet of cable. He also made sure the path was free of obstacles. The drop went as planned, and, when the helo was on deck, he cut the tangled cable from the reel.

**AE3 John Neal, AE1(AW) Jamal Davis, and AEAN Daniel Hart  
HSL-44, Det 2**

While troubleshooting Magnum 447's blade-fold system, Petty Officers Davis and Neal and Airman Hart discovered several broken ground wires on the lateral blade-fold transducer. They were able to repair the automatic blade-fold system, returning it to FMC status after it had been inoperative for more than 18 months. Their discovery and subsequent repair saved valuable time for spreading and folding blades while deployed.



**GySgt. Tad Still  
HMM-265 (Rein)**



While modifying an aircraft, GySgt. Still discovered a wire bundle was rubbing on the No. 2 engine's throttle-control tube. The plastic shielding of the wires had been rubbed down and abraded as a result of repeated contact. If this problem had gone undetected and uncorrected, the wire bundle would have abraded completely, causing an electrical fire that severely would have damaged the aircraft.

Gunnery Sergeant Still alerted QA, so they could inspect all the Cobras on the line for similar discrepancies. They found abraded wire bundles on two of four aircraft, which also required minor repairs because of early detection. Although not a part of the assigned job, his find prevented serious damage and possible injuries.

**Maintenance Department  
HSL-47**



The squadron maintainers were recipients of two notable awards: The Lockheed-Martin Maintenance Excellence Award and the Secretary of Defense Maintenance Award (commonly known as the Phoenix Award).

To receive one award is exceptional; to win both just weeks apart is phenomenal. *Mech* wants to congratulate the maintainers at HSL-47 for being recognized and for their excellent maintenance performance and practices. A BZ is the least we can do to recognize your success.